

DAILY LOG OF THE FIRST TRANSCONTINENTAL
MOTOR CONVOY

Washington, D.C. to San Francisco, Cal.
July 7th to Sept. 6, 1919.

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- July 7. - Departed Camp Meigs, 8:30 A.M. Dedicated Zero Milestone at The Ellipse, Potomac Park, 10 A.M. Departed Washington 11:15 A.M. Stopped for lunch at Rockville, Md., 12:30 P.M. Trailmobile Kitchen broke coupling, 2:50 P.M. Fan Belt broke on White Observation Car. Militor towed Class B, with broken magneto coupling, one mile into camp at Frederick Fair Grounds. Fair and warm. Roads excellent. Made 46 miles in $7\frac{1}{4}$ hours. Arrived Frederick, Md., 6:30 P.M.
- July 8. - Departed Frederick, 7 A.M. Fan adjustment let go on Class B #414674, 8:30 A. M. Unsafe covered wooden bridge, one mile south of Emmitsburg reached at 9 A.M. Two hours delay due to unsafe and covered bridges, too low for shop trucks, necessitating detours and fording. Engineers rendered valuable work in bridge inspection. Class B #414668 stopped to take up brakes at Gettysburg, 2:05 P.M., where we also had lunch. Militor pulled Class B Machine Shop #414319 (10 tons) out of mud on bad detour near Emmitsburg, after two Macks in tandem had failed. Towed in another Class B with disabled magneto, 12 miles over rough detour. Militor made Piney Mountain on 3rd speed, with tow. Class B's had to use 2nd speed. Mack trucks had difficulty making this grade on low gear. Packards also were lazy on hills. No trouble at all with F.W.D.'s. Mack Machine Shop #5 damaged top on low bridge between Emmitsburg and Chambersburg, Pa. No accidents to personnel. Fair and warm. Roads excellent, with exception of two detours on account of unsafe bridge and repairs to Lincoln Highway. Made 62 miles in $10\frac{1}{2}$ hours. Arrived Chambersburg, Pa., 5:30 P. M.
- July 9. - Departed Chambersburg, 6:30 A.M. Mack Machine Shop #5 bent steering drag link by going into ditch at 7:45 A.M. Garford held up by broken accelerator spring and G.M.C. by sticky exhaust valve losing compression and ignition trouble at same time, 10 A.M. Lunch at noon, McConnellsburg. Class B delayed by bad valve tappet. Ignition trouble on Packard. Class B lost starting crank pin and had to be pushed or towed to start motor. Another Class B had valve and magneto trouble. Considerable magneto trouble on various types of trucks. Garford stalled by trouble with Zenith Carburetor, 5 P.M. - needle valve ground eccentric. Encountered heavy grades and altitudes exceeding 2200. No losses or damages. Excellent driving for untrained personnel. Enthusiastic reception in Bedford. Camp attendance 2000. Band concert and street

